

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

February 23, 1999

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Gary Brown, Tempe, Chairman
Victor Mendez, ADOT
*William Bates, Avondale
Patrice Kraus, Chandler
*Randy Harrel, Fountain Hills
Tami Ryall, Gilbert
Ken Martin, Glendale
*Doug Sanders, Goodyear

*Mike Cartsonis, Litchfield Park
Tom Buick, Maricopa County
Jeff Martin, Mesa
David Moody, Peoria
Tom Callow, Phoenix
Ken Driggs, RPTA
Steve Hogan, Scottsdale
Bill Parrish, Surprise

EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Patrick
McDermott, Chandler
*Street Committee: Gary Thomas, Gilbert
Pedestrian Working Group: Steve Hancock for
Mike Branham, Surprise

*Intermodal Management System Working
Group: Dave Berry, Swift Transportation
Company
*Telecommunication Working Group: Debbie
Kohn, Avondale

* Members neither present nor represented by proxy.

OTHERS PRESENT

Chuck Eaton, ADOT
Kwi-Sung Kang, ADOT
Dan Cook, Chandler
Carl Stephani, Gila Bend
Dawn Coomer, MAG
John Farry, MAG
Terry Johnson, MAG
Carol Kratz, MAG

Paul Ward, MAG
Chris Plumb, MCDOT
Don Herp, Phoenix
Bryan Jungwirth, RPTA
Don Dey, SAIC
E.M. Al DeShazo, Surprise
Harvey Friedson, Tempe
John Osgood, Tempe

1. Call to Order

Chairman Gary Brown called the meeting to order at 10:07 a.m.

2. Approval of Minutes of January 26, 1999

Ken Driggs moved to approve the minutes of January 26, 1999. David Moody seconded the motion and the motion passed unanimously.

3. Call to the Audience

No members of the audience wished to address the Committee.

4. Transportation Manager's Report

Terry Johnson addressed the TRC to discuss recent transportation planning activities and upcoming agenda items for the MAG Management Committee. Terry noted that the Plan and TIP are scheduled for approval in March, and that air quality conformity would be an important issue since new PM-10 budgets would be adopted in June.

5. Approval of Consent Agenda

Ken Driggs moved to approve the consent agenda. Jeff Martin seconded the motion, and the motion passed unanimously. Consent items are marked with an asterisk.

*6. Long Range Transit Plan

The RPTA has completed an update of the Long Range Transit Plan for the region. The Plan includes a Fixed Guideway System, and major expansions of local bus service, Dial-a-Ride service and express bus service. With approval of the consent agenda, the TRC recommended approval of the 1999 Update of the Long Range Transit Plan for inclusion in the Draft 1999 Update of the MAG Long Range Transportation Plan for Conformity Analysis.

7. Mid-Phase Public Involvement

John Farry addressed the TRC and provided an overview of the events in the MAG mid-phase public involvement opportunity. Events include a transportation fair at Central Station, a Regional Transportation Stakeholders Meeting, and a combined open house and public hearing. Issues to be addressed include revisions to the LRTP and TIP, and the Annual Report on the Freeway Program.

At the transportation fair, most comments expressed the need for expanded service frequency and hours of operation of the bus system. Several advocated providing transit service 24 hours a day, seven days a week, including holidays. Others offered suggestions to specific routes, requested additional capacity on congested routes during peak periods, and voiced support for a light rail

system. Several suggested posting transit schedules at bus stops, and another suggested ways to improve the public involvement process. Another noted that driver training is important to ensure adequate operation of lifts.

At the Regional Transportation Stakeholders Meeting, agency and modal committee representatives provided information on proposed changes to the LRTP and TIP. Numerous issues were discussed, including financing of the transit and freeway portions of the plan, improvements to freeways and the transit system, options to meet welfare to work needs, air quality concerns, and the need to consider land use issues in transportation planning.

Carol Kratz provided some additional information on the proposed project to meet transportation needs for low-income persons and former welfare recipients. She noted that transportation is a huge need for these persons, and that transportation to employment, child care and training are essential. She requested that the project for a transportation brokerage system submitted by Maricopa County at the Regional Transportation Stakeholders meeting be considered in the TIP prioritization process. Approximately \$750,000 was need each year for a three-year demonstration project.

Gary Brown asked for some more details about the project, including the cost and the area covered by the project. Carol responded that if the project was selected for funding in FY 1999, \$470,000 was needed for FY 1999 and \$750,000 for FY 2000 and FY 2001. If the project was not funded until FY 2000, then \$750,000 was needed for each of the three years. She added that the area covered would include all of Maricopa County, and that existing projects were being evaluated to see how this project would fit in with existing projects.

Jeff Martin asked where the funding would come from for this project. Terry responded that the guidelines approved by the Regional Council recognized the need for these types of projects to meet human service transportation needs. He noted that this was related to transit, but was really a separate category. John Farry added that a new section of the LRTP addressed the transportation needs of special populations. Gary asked if there was any funding left in the program, and Steve Hogan suggested incorporating this project into transit funded projects. The committee discussed this idea.

Ken Driggs asked more about the program, and Carol responded that part of the program may be funded by the jobs access competitive grant. She added that several core outlying areas need employees and that employees need ways to get to these areas. Ken asked how the match dollars would be generated, and Jeff suggested that this project was really a regional project. Funding for the project could be contributed from other regional projects. Terry mentioned that the additional FY 1999 funds may not be fully included in the funding since the closeout hasn't occurred yet. The funds needed for this project could be taken from transit and reimbursed with additional dollars from the closeout. Ken noted that some FYs don't have bus purchases. Jeff asked for MAG staff to find the additional funding and not just take the project from money for transit. Steve added that transit could receive additional funding overall if combined with welfare to work transportation needs. Carol mentioned that when human services funds were reduced, cuts were taken from all projects.

Gary summarized that staff could give three options on how to incorporate this project, and then make a recommendation.

8. Match Rates for MAG Federally Funded Projects

Jeff Martin moved to not consider the incremental match rate concept. Steve Hogan seconded the motion, and the motion passed unanimously.

9. Report on the MAG Freeway Program

Eric Anderson addressed the TRC. He noted that the agenda attachments included updated costs to complete the freeway system by 2014. He added that the next Regional Council meeting would discuss the Phoenix proposal to accelerate the west portion of the TI at I-10, Santan and South Mountain, and the Mesa proposal to accelerate the Gilbert Road to Higley Road segment of the Red Mountain. The Regional Council would also consider six changes to the Regional Freeway Program. In addition, the annual report would be presented tonight at the public hearing and tomorrow at the Regional Council meeting.

Jeff Martin asked if any action was needed. Gary noted that along the Price, the Guadalupe to Warner segment should be finished before the Frye to Warner segment. Chuck Eaton explained that the dates on the map are contract completion dates, and that frontage and main roads could be open for both segments by FY 2000. Harvey Friedson asked what would be done to ensure that the segments opened at the same time, and Victor Mendez noted that the intent is to create a continuous segment but that no guarantees could be made.

10A. Draft Accelerated MAG Freeway Program

Eric distributed some summary information on the Life Cycle Program. He began by discussing financial assumptions, noted that ADOT has prepared two Life Cycle Programs for the MAG Freeway System this year. The first program completes the planned freeway system by 2014, and the second program accelerates completion of the system to 2007. The accelerated completion requires additional bonding. Financing assumptions include proceeds from SIBs and GANs, continued ADOT discretionary funding, continued federal funding, VLT remaining at current rates, stable interest rates, and maintenance of project costs within the inflation contingency. He noted that the acceleration and completion dates depend on these assumptions. The construction rate of inflation is four percent, and increasing right-of-way costs may create future funding issues.

Tami Ryall asked about the assumptions about the ADOT discretionary funds. Eric responded that \$120 million annually was assumed and that this figure may be adjusted later. Tom Callow asked when GANs would be paid, and Eric responded that GANs would be paid for with programmed federal funds. Eric continued by explaining project scheduling assumptions in developing the freeway program. These assumptions include changing project delivery systems, designing plans to the 15 percent level by 2002 and the 30 percent level by 2003 and completion of all environmental work by the end of this year. Victor Mendez noted that environmental work for the South Mountain

and Sky Harbor would not be completed this year, but that all else would be completed this year. Eric explained other assumptions, including timely acquisition of right-of-way. Victor added that input from all the cities would be vital in maintaining this schedule. He noted that no change would be done to designs after the 30 percent stage. He noted that stakeholder involvement was needed with utility companies to hold to this schedule.

Bill Parrish asked why there were no projects in the western portion of the valley. Victor responded that the west side freeways will be done by 2000 with the exception of Grand Avenue. Eric added that only the regional freeway system is addressed in the report, not the state highway system. Part of the recommended changes to ADOT include handling the regional system and the state highway system as a single program.

Steve Hogan moved to recommend inclusion of the Draft 1999 Accelerated Life Cycle Program and Long Range Plan for freeways into the Draft 2000-2004 MAG Transportation Improvement Program for conformity analysis. Jeff Martin seconded the motion, and the motion passed unanimously.

10B. Tentative ADOT 2000-2004 Highway Construction Program

Terry Johnson addressed the committee and explained that a Draft Tentative ADOT FY 2000-2004 Highway Construction Program is under development. Major projects include HOV lanes on the Superstition and Squaw Peak, and Phase I of widening on SR 85 south of I-10. Terry noted that ADOT and MAG are working to develop a program in accord with the \$483 million estimate in new funds for developing the program.

Victor Mendez asked if the proposal was consistent with the ADOT program. Terry noted that Phase I widening of SR 85 is from Gila River to I-10. Carl Stephani expressed concern about waiting to construct the portion between Gila Bend and the jail. There are numerous fatalities in this section of highway, and the funding for this portion needed to be advanced as soon as possible. The project could not wait ten years for funding. Gary asked for confirmation of when the segment would be constructed, and Terry responded that it was scheduled for construction after 2007. Carl added that right-of-way acquisition would take time, and that construction would probably begin in 2009. Jeff Martin asked about the cost of the project, and Terry noted that it would cost approximately \$120 million. Carl noted that the section with the fatalities is between Gila Bend and the jail.

Tom Buick agreed that a fatality a month is serious, and that maybe more needs to be done to address these safety needs. Carl noted that this section was not a choice route, but the only route that people could use in the area. Gary suggested perhaps changing the timing of constructing the sections. Victor suggested that ADOT and MAG discuss the funding of the entire system with Carl to provide some more information. Victor said that there are some widening projects for the segment in the program. Gary suggested that these groups meet, and that the TRC be updated at the next meeting.

Terry continued to show major changes to the freeway system. He added that widening on US 60 north of Loop 303 was in the program, as was a feasibility of Grand Avenue north of Loop 101. He

added that a connection between Grand and I-17 was included in the County's study in the northwest valley. Gary reiterated that there were concerns about plans to widen US 60 in Tempe.

10C. Close Out of the FY 1999 MAG Federally Funded Program

Paul Ward addressed the committee and described the projects as contained in the agenda attachment. He noted that approximately \$16 million in MAG CMAQ funds remain to be programmed for specific projects in FY 1999 due to passage to TEA-21. These funds can only be applied to projects that have met all federal requirements and are ready to be obligated. Chris Plumb noted that the dirt stabilization project needs to be increased to its full federal share, as does the AZTech data server upgrade. Tom Callow added that the downtown parking management system needed more for design, and requested an increase from \$300,000 to \$434,000. Terry noted that the design portion would be subtracted from the final construction cost. Tom responded that the policy of changing project cost needed to be discussed at a future meeting. Jeff Martin asked Paul to describe other projects over \$1 million, and Paul described the projects.

Ken Driggs moved to recommended the following projects as priorities for MAG uncommitted obligation authority for FY 1999:

1)	Accelerate the design of programmed bicycle projects	\$0.22
2)	Accelerate the MAG telecommunications project	\$0.09
3)	Accelerate Maricopa County Peoria Ave bridge pedestrian project	\$0.06
4)	Accelerate Maricopa County upgrade AzTech data server	\$0.47
5)	Accelerate Maricopa County dust stabilization project	\$0.38
6)	Accelerate design of Phoenix Parking Management System	\$0.41
7)	Purchase 18 new standard buses	\$5.43
8)	Implement new Ozone Campaign	\$0.30
9)	Preliminary design for regional rail development	\$2.60
10)	Four new MAG telecommunications projects	\$0.88
11)	Construct Tempe Downtown Parking Management System	\$3.20
12)	Install new Tempe pedestrian lighting upgrade	\$0.71
13)	Construct Scottsdale intersection improvement	\$1.70
14)	Implement new Surprise dust stabilization project	\$0.29
15)	MAG Travel Survey	\$0.50
16)	MAG Northwest Grand Avenue Study	\$0.10
17)	Implement new MAG ITS Plan Update	\$0.25
18)	Install new Chandler ITS System detectors	\$0.11
	Total (millions of \$)	\$17.70

Tom seconded the motion. Jeff noted that better projects need to be funded with these funds. The motion passed unanimously.

10D. MAG Federally Funded Program for FY 2000-2004

Paul Ward addressed the committee, explaining that MAG modal committees ranked transportation project requests for MAG federal funding for each mode of transportation in January. Information to facilitate this ranking included (1) Regional Council guidelines, (2) Congestion Management System scores, (3) Air Quality scores, and (4) Management Systems Report. On January 26, 1999, the TRC considered these rankings and suggested general modal allocations for staff to develop an initial program.

Two options were developed by MAG staff using the general direction given by the TRC. The formula option was based on a mechanical application of project rankings and TRC modal allocations. The staff option started with the formula option and added several policy based adjustments. These options were considered by the TRC on February 9, 1999 and additional direction was provided. Three dust stabilization projects in Surprise totaling \$286,000 were recommended for addition to the 1999 program. Also, direction was provided to use the staff option to prepare two options: one with the proposed incremental match rates and the other with the old rate of 5.7%.

Pat McDermott said he appreciated the increase for bicycle and pedestrian projects over past years, but the original TRC allocation proposal needed to be maintained. He noted that more funding was needed to fund bicycle and pedestrian projects. Steve Hogan added that the formula option was more beneficial for pedestrian projects than the staff option. Tom Callow suggested removing the I-17/Grand Canal bridge from the bike program, and adding a pedestrian project at 4th Street in Phoenix. He noted that a pedestrian bridge was needed in this area due to the rail crossing and proximity of the stadium. The approximate cost of this project would be \$1.5 million. Jeff Martin noted that the Gilbert projects needed to be funded, and suggested funding the Heritage Trail IV project. He added that it was important to include smaller communities in the funding.

Ken Driggs asked about the net impact of these changes. Terry suggested going down the prioritized list to determine which additional projects could be funded. Ken suggested adding the Goodyear bicycle project as well. Jeff moved to change the bicycle and pedestrian priorities by adding the Gilbert Heritage Trail IV project, adding the Goodyear bicycle project, deleting the Phoenix I-17/Grand Canal bridge project, adding a pedestrian bridge project in Phoenix for an approximate cost of \$1.5 million and giving the remainder of funds to the Scottsdale bicycle bridge project. Bill Parrish seconded the motion. The motion passed with Maricopa County voting against the motion.

Patrice Kraus continued the discussion of the TIP by questioning whether ITS projects sponsored by RPTA are funded from transit or ITS. Terry responded they were funded from ITS, and Patrice said they should be funded from transit. The committee discussed this, and Ken Driggs moved to recommend to the MAG Management Committee the "Three Year Staff Option (Existing Match)" program of MAG Federally funded projects for inclusion in the Draft FY 2000-2004 MAG Transportation Improvement Program for a conformity analysis, with the following caveats: One Phoenix project (I-17 bike overpass at the Grand Canal; \$2,829,999, CMAQ) was excluded; a new Phoenix project (4th St: Bank One Ballpark to south of RR tracks; \$1,414,500, CMAQ) was

substituted; one project in Gilbert (Consolidated Canal, Warner Rd to Ray Rd, multi-use path; \$377,800, CMAQ) was included; one Goodyear project (Litchfield Rd, Indian School Rd to I-10; \$282,900, CMAQ) was included; and a Scottsdale project (Thomas Rd at the Crosscut Canal; \$1,023,000 requested, CMAQ) was included for the remaining \$753,800, CMAQ. Jeff Martin seconded the motion, and the motion passed 11 in favor and one (Maricopa County) opposed.

10E. Draft 2000-2004 MAG Transportation Improvement Program

Paul Ward addressed the committee, noting that the TIP did not include modifications as discussed at this meeting. He added that the life cycle projects still needed to be included. Ken Driggs moved to recommend approval of the Draft FY 2000-2004 MAG Transportation Improvement Program for an air quality conformity analysis. Steve Hogan seconded the motion. Victor Mendez provided some comments about ADOT projects in the TIP. He noted that the Grand Avenue funding is alright, but that the additional HOV lanes on the Superstition are not shown. He did not agree with the use of state funds for TDM related programs, and noted that new program additions would still have to go through the ADOT process. The motion passed with ADOT voting against the motion and Tempe abstaining.

11. 1999 Update of the MAG Long Range Transportation Plan

John Farry provided information on the 1999 update of the MAG Long Range Transportation Plan (LRTP), noting that major improvements to the transit and freeway elements were proposed as outlined in Attachment H. Ken Martin mentioned he had a concern about the language relating the Grand Avenue. He requested that the language referring to a study of Grand Avenue improvements emphasized the likelihood of implementing these improvements. Other concerns he mentioned included the studies to widen I-17 from Thunderbird to Loop 101, the widening along I-10, HOV ramps at the half-mile on I-10 and I-17, and widening of the ramps at the I-17/101 interchange. Carl Stephani mentioned the need to study the sequencing of projects on SR 85. Ken Driggs agreed that these items should be added as areas to study and evaluate.

Ken Driggs moved to recommend the MAG Long Range Transportation Plan Summary and 1999 Update for conformity analysis with incorporation of the studies to widen I-17 from Thunderbird to Loop 101, widening along I-10, HOV ramps at the half-mile on I-10 and I-17, widening of ramps at the I-17/101 interchange, and the sequencing of projects on SR 85. Also, that there will be a study completed and implemented for improvements of Grand Avenue between Loop 101 and Loop 303. Tom Callow seconded the motion, and the motion passed unanimously.

12. Legislative Report

Jeff Martin addressed the committee to provide an update on activities in the Legislature. He noted that support for the State Infrastructure Bank bill is needed to fund acceleration of the Regional Freeway system.

13. Next Meeting Dates

The next meeting is scheduled for Tuesday, March 23, 1999 at 10:00 a.m. in the MAG Office, Saguaro Room.